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(54) **REFRIGERANT CONVERSION KIT AND METHOD FOR A REFRIGERANT RECOVERY UNIT**

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F25B 43/00	(2006.01)
F25B 49/00	(2006.01)

(52) **U.S. Cl.**

CPC ***F25B 45/00*** (2013.01); ***F25B 43/003*** (2013.01); ***F25B 49/00*** (2013.01); *F25B 2345/001* (2013.01); *F25B 2345/002* (2013.01); *F25B 2345/003* (2013.01); *F25B 2345/0051* (2013.01); *F25B 2345/0052* (2013.01); *F25B 2400/18* (2013.01)

(58) **Field of Classification Search**

CPC F25B 45/00
USPC 62/77, 149, 292, 298–300, 303
See application file for complete search history.

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International Search Report mailed Sep. 6, 2013.

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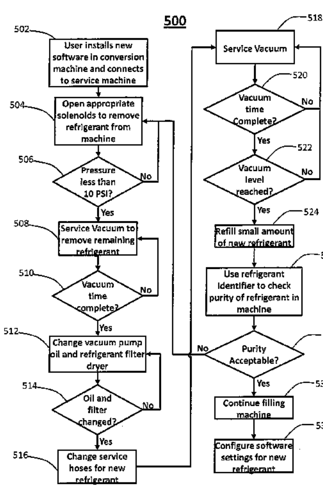
(57) **ABSTRACT**

A method for converting a refrigerant recovery unit from use with a first refrigerant to use with a second refrigerant includes the steps of opening, with a controller, solenoids along a refrigerant path to remove residue of the first refrigerant into a holding vessel, operating a vacuum pump, as indicated by the controller, to further remove the residue of the first refrigerant from the refrigerant path, introducing, via the controller, an amount of the second refrigerant into the refrigerant path, determining, with a refrigerant identifier, a purity of the second refrigerant in the refrigerant path. A kit is also provided to convert the refrigerant recovery unit for use with the first refrigerant to the second refrigerant.

13 Claims, 5 Drawing Sheets



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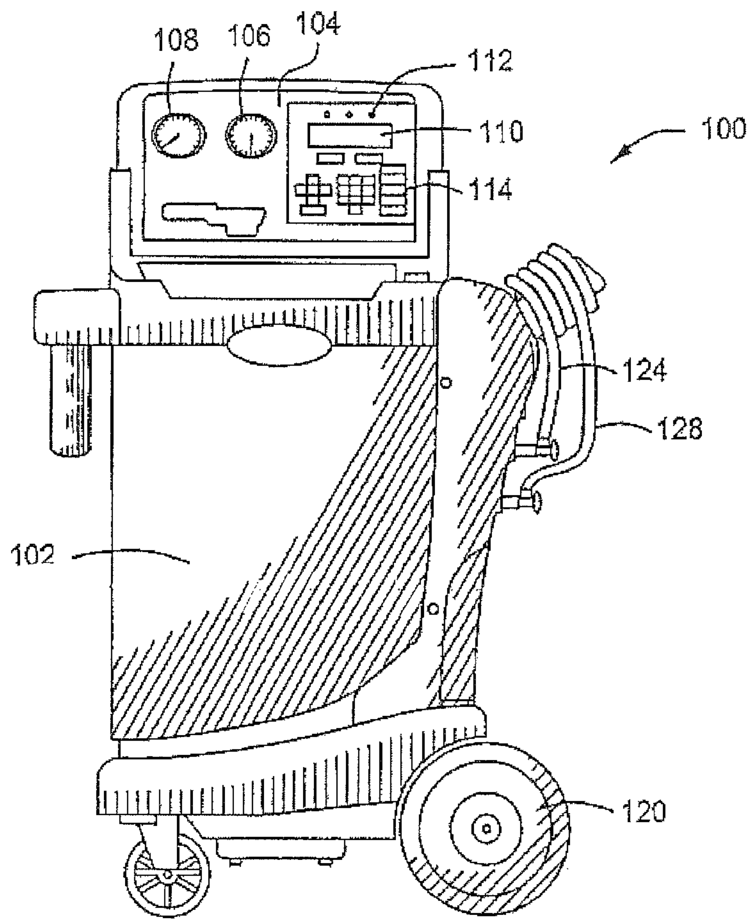


FIG. 1

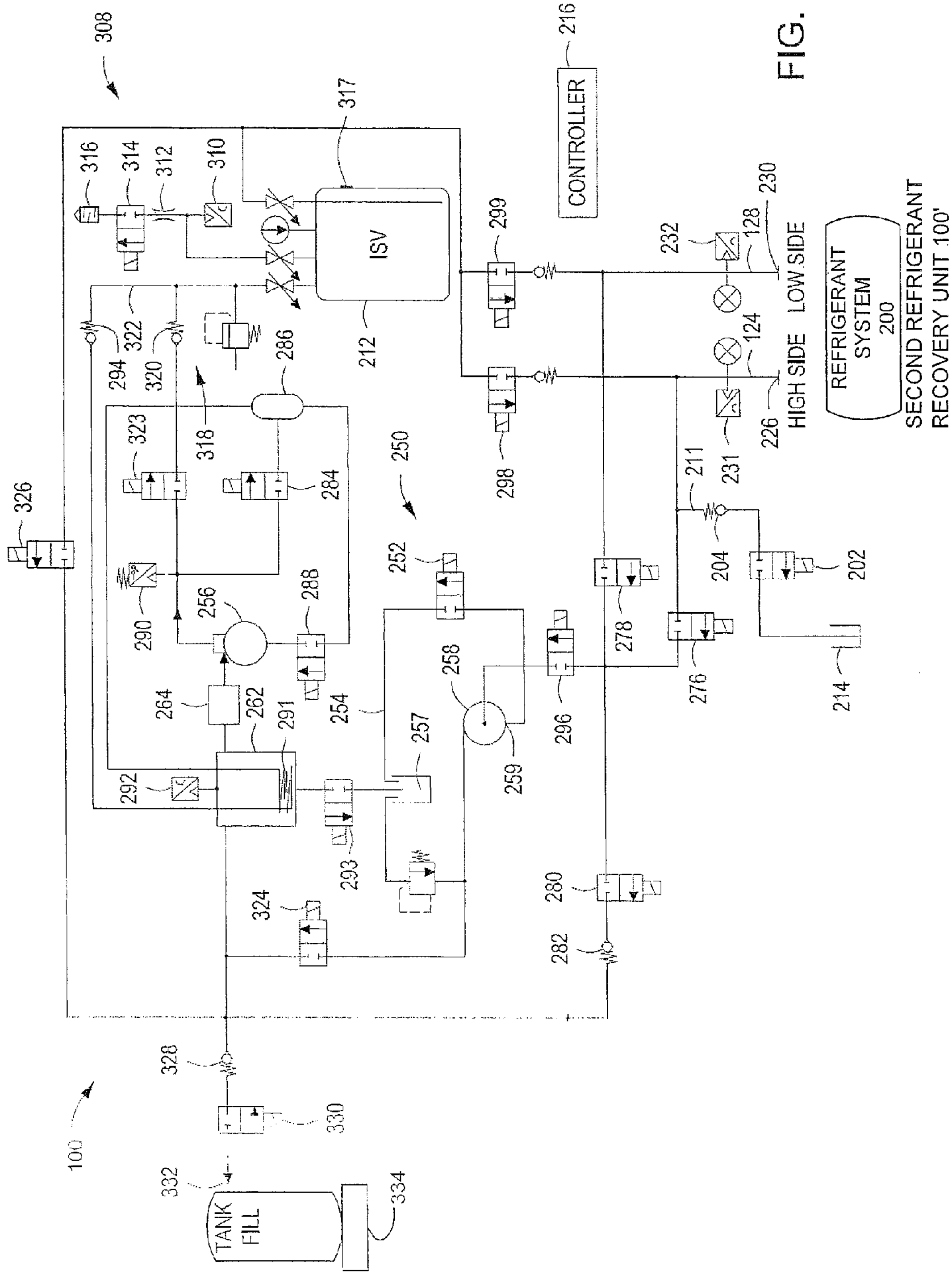

ISV
CONTROLLER
HIGH SIDE
LOW SIDE
REFRIGERANT SYSTEM 200
SECOND REFRIGERANT RECOVERY UNIT 100'
TANK FILL

FIG. 2

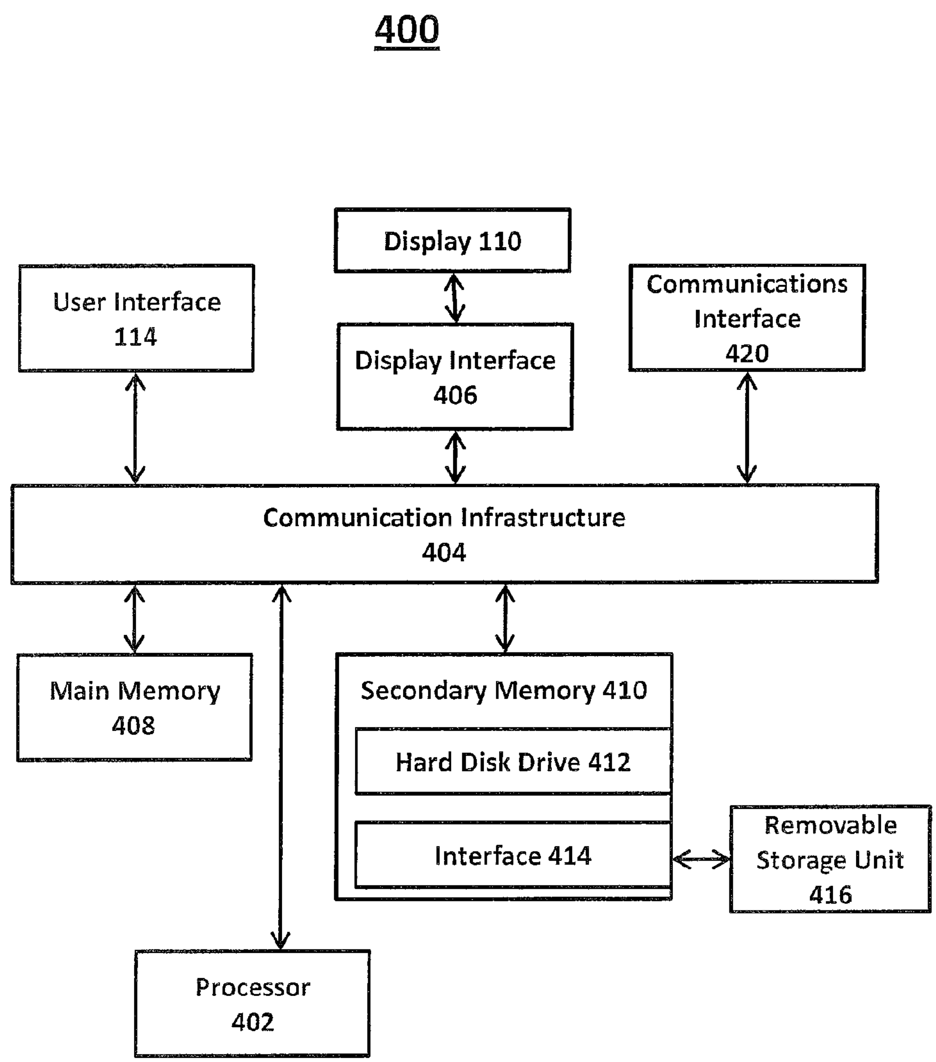

400
Display 110
User Interface
114
Display Interface
406
Communications
Interface
420
Communication Infrastructure
404
Main Memory
408
Secondary Memory 410
Hard Disk Drive 412
Interface 414
Removable
Storage Unit
416
Processor
402

FIG. 3

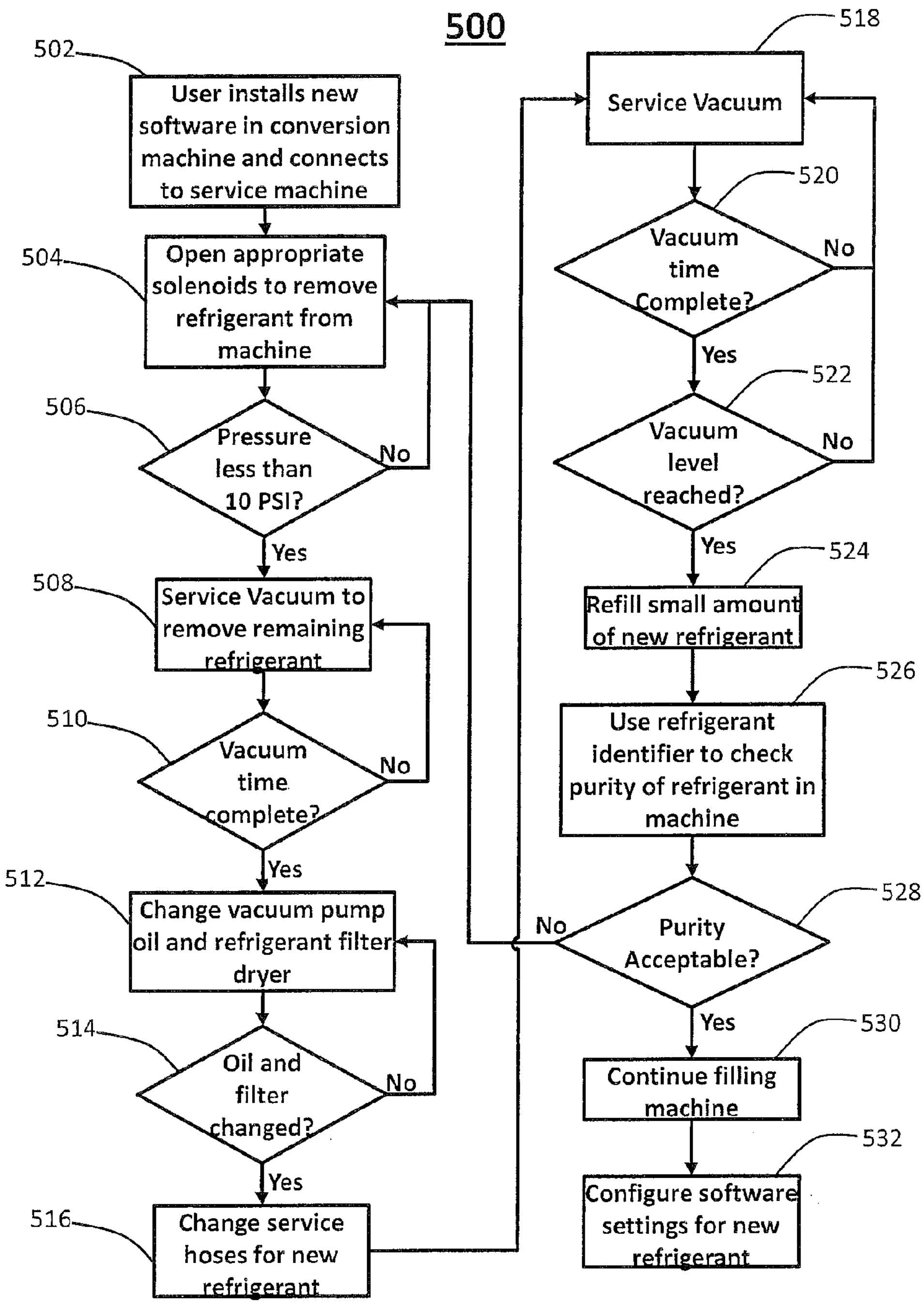
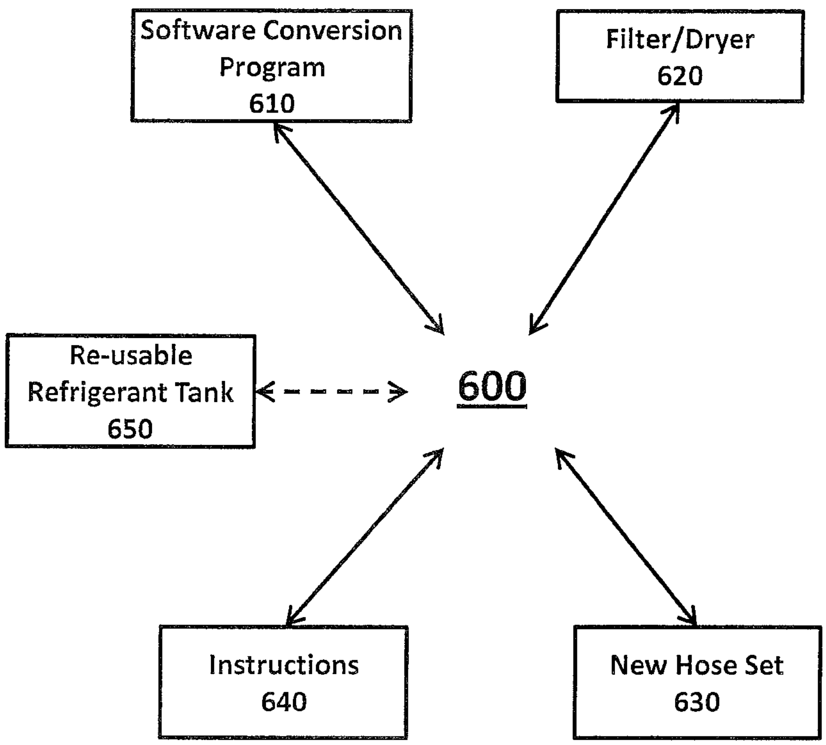

500
502
User installs new software in conversion machine and connects to service machine
504
Open appropriate solenoids to remove refrigerant from machine
506
Pressure less than 10 PSI?
No
Yes
508
Service Vacuum to remove remaining refrigerant
510
Vacuum time complete?
No
Yes
512
Change vacuum pump oil and refrigerant filter dryer
514
Oil and filter changed?
No
Yes
516
Change service hoses for new refrigerant
518
Service Vacuum
520
Vacuum time Complete?
No
Yes
522
Vacuum level reached?
No
Yes
524
Refill small amount of new refrigerant
526
Use refrigerant identifier to check purity of refrigerant in machine
528
Purity Acceptable?
No
Yes
530
Continue filling machine
532
Configure software settings for new refrigerant

FIG. 4



Software Conversion Program 610
Filter/Dryer 620
Re-usable Refrigerant Tank 650
600
Instructions 640
New Hose Set 630

FIG. 5

REFRIGERANT CONVERSION KIT AND METHOD FOR A REFRIGERANT RECOVERY UNIT

FIELD OF THE DISCLOSURE

The disclosure generally relates to a refrigerant recovery unit. More particularly to a conversion kit and associated methods for converting the refrigerant recovery unit that services one type of refrigerant based A/C system to a different refrigerant based A/C system.

BACKGROUND OF THE DISCLOSURE

Vehicle air conditioning (A/C) systems are closed heat exchange systems designed to function with a specific refrigerant as the primary heat exchange medium. In the past, dichlorodifluoromethane, commonly referred to as R-12, was the refrigerant most commonly used in vehicle A/C systems. However, due to the ozone depleting effects of R-12 on the earth's atmosphere, vehicle A/C systems were eventually converted from using R-12 to using tetrafluoroethane, commonly referred to as R-134a. In recent years, continuing concerns over global warming resulted in the adoption of new requirements in Europe and other countries that, for example, required development of a new class of refrigerants having a lower global warming potential (GWP) than that of R-134a. In response, 2,3,3,3-tetrafluoropropene, or R-1234yf, and difluoroethane, or R-152a, were recently developed, which have significantly lower GWPs than R-134a and a significantly shorter atmospheric lifetime. In turn, some auto manufacturers have announced intentions to begin adopting the more environmentally friendly refrigerants to replace R-134a in newer model cars, which will be phased in on new vehicle platforms over a period of several years.

Refrigerant recovery units are used for the maintenance and servicing of vehicle A/C systems, which may include, for example, the recovery, evacuation, recycling and/or recharging of the refrigerant in the A/C systems. A refrigerant recovery unit may be a portable system that connects to the A/C system of a vehicle to recover refrigerant out of the system, separate out contaminants and oil, and/or recharge the A/C system with additional refrigerant Because of the extreme variation in the properties of the different types of refrigerants, each refrigerant recovery unit is designed for use with a specific refrigerant.

Accordingly, an industry conversion from use of one refrigerant, e.g., R-134a, to use of a different refrigerant, e.g., R-1234yf, presents extreme challenges for those that service vehicle A/C systems. In particular, because refrigerant recovery units are often complex and expensive, and the phase in period of a new refrigerant will occur over a period of many years, a service provider is often forced to predict when over the lifecycle of the phase in period it is most prudent to make a capital investment in a new recovery unit for servicing vehicles with the new refrigerant. For example, a service provider may have a growing, thriving business in servicing vehicle A/C systems and would like to purchase an additional refrigerant recovery unit to meet the growing demand. Purchasing a new recovery unit designed for the old refrigerant might enable the service provider to meet today's growing demand for vehicles using the old refrigerant. However, the service provider may resist making the investment knowing that the unit will eventually become obsolete as most vehicles convert to using the new refrigerant. The service provider may, instead, invest in a

new recovery unit designed for the new refrigerant, sacrificing the ability to grow and profit today for the ability to meet a growing demand in the future.

A need exists for methods and systems that will provide the capability to easily and effectively convert a refrigerant recovery unit designed for use with one refrigerant to use with a different refrigerant.

SUMMARY OF THE DISCLOSURE

The foregoing needs are met, to a great extent, by the present disclosure, wherein in one aspect, a process and a conversion kit are provided to easily migrate a refrigerant recovery unit **100** from a factory set-up, for example, configured to work with one specific refrigerant, to a refrigerant recovery unit **100** converted in the field by an end user to work with a second specific refrigerant.

In accordance with certain aspects of the present invention, a method of converting a refrigerant recovery unit from use with a first refrigerant to use with a second refrigerant includes the steps of opening, with a controller, solenoids along a refrigerant path to remove residue of the first refrigerant into a holding vessel, operating a vacuum pump, as indicated by the controller, to further remove the residue of the first refrigerant from the refrigerant path, introducing, via the controller, an amount of the second refrigerant into the refrigerant path, determining, with a refrigerant identifier, a purity of the second refrigerant in the refrigerant path.

In accordance with other aspects of the present disclosure, a conversion kit for converting a refrigerant recovery unit from use with a first refrigerant to use with a second refrigerant includes a software conversion program for loading onto the refrigerant recovery unit and a new filter for replacing a filter on the refrigerant recovery unit.

In accordance with yet other aspects of the present invention, system for servicing an air conditioning system that uses a first refrigerant includes a refrigerant recovery unit containing residue of a second refrigerant, and a refrigerant conversion kit having a software conversion program for installing on the refrigerant recovery unit to convert the refrigerant recovery unit from servicing an air conditioning system that uses the second refrigerant to servicing the air conditioning system that uses the first refrigerant.

There has thus been outlined, rather broadly, certain aspects of the invention in order that the detailed description herein may be better understood, and in order that the present contribution to the art may be better appreciated.

In this respect, before explaining at least one embodiment of the invention in detail, it is to be understood that the invention is not limited in its application to the details of the construction and to the arrangements of the components set forth in the following description or illustrated in the drawings. The invention is capable of embodiments in addition to those described and of being practiced and carried out in various ways. Also, it is to be understood that the phraseology and terminology employed herein, as well as the abstract, are for the purpose of description and should not be regarded as limiting.

As such, those skilled in the art will appreciate that the conception upon which this disclosure is based may readily be utilized as a basis for the designing of other structures, methods and systems for carrying out the several purposes of the present invention. It is important, therefore, that the claims be regarded as including such equivalent constructions insofar as they do not depart from the spirit and scope of the present invention.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. **1** is a perspective view of a refrigerant recovery unit in accordance with aspects of the present disclosure.

FIG. **2** illustrates components of the refrigerant recovery unit shown in FIG. **1** in accordance with aspects of the present disclosure.

FIG. **3** is a schematic illustrating aspects of a control system, in accordance with aspects of the present disclosure.

FIG. **4** is a flow diagram for converting the refrigerant recovery unit of FIG. **1** utilizing one type of refrigerant to another type of refrigerant in accordance with aspects of the present disclosure.

FIG. **5** is a schematic illustrating components of a conversion kit, in accordance with aspects of the present invention.

DETAILED DESCRIPTION OF THE DISCLOSURE

A conversion kit and associated methods may be used for converting a refrigerant recovery unit intended to service a particular refrigerant based A/C system to a different refrigerant based A/C system. In particular, a method for converting the refrigerant recovery unit requires clearing the unit of any existing amounts of the previous refrigerant, changing certain hardware components of the refrigerant recovery unit, and updating the software resident on the refrigerant recovery unit to accommodate for the new refrigerant. The software conversion program to run the process must effectively sequence the opening and closing of internal solenoids located on the manifold block and other areas within the refrigerant recovery unit to minimize cross contamination of new and old refrigerant.

Currently, the most common refrigerant used in vehicle refrigerant systems is the HFC-134a. However, new refrigerants are being introduced in order to decrease global warming that can be caused by HFC-134a. These new refrigerants, for example, include HFO-1234yf and R-152a, and can also be used in the various embodiments described herein.

FIG. **1** is a perspective view illustrating a refrigerant recovery unit **100** according to an embodiment of the present disclosure. The refrigerant recovery unit **100** can be the CoolTech 34788™ from Robinair™ based in Owatonna, Minn. (Service Solutions U.S. LLC). The refrigerant recovery unit **100** includes a cabinet **102** to house components of the system (See FIG. **2**). The cabinet **102** may be made of any material such as thermoplastic, steel and the like.

The cabinet **102** includes a control panel **104** that allows the user to operate the refrigerant recovery unit **100**. The control panel **104** may be part of the cabinet as shown in FIG. **1** or separated. The control panel **104** includes high and low gauges **106**, **108**, respectively. The gauges may be analog or digital as desired by the user. The control panel **104** has a display **110** to provide information to the user, such as certain operating status of the refrigerant recovery unit **100** or provide messages or menus to the user. Located near the display **110** are LEDs **112** to indicate to the user the operational status of the refrigerant recovery unit **100**. A user interface **114** is also included on the control panel **104**. The user interface **114** allows the user to interact and operate the refrigerant recovery unit **100** and can include an alphanumeric keypad and directional arrows.

The cabinet **102** further includes connections for hoses **124**, **128** that connect the refrigerant recovery unit **100** to a refrigerant containing device, such as the vehicle's refrigerant system **200** (shown in FIG. **2**). In order for the refrigerant recovery unit **100** to be mobile, wheels **120** are provided at a bottom portion of the system.

FIG. **2** illustrates components of the refrigerant recovery unit **100** of FIG. **1** according to an embodiment of the present disclosure. In one embodiment, to recover refrigerant, service hoses **124** and **128** are coupled to the refrigeration system **200** of the vehicle, via couplers **226** (high side) and **230** (low side), respectively. The couplers are designed to be closed until they are coupled to the refrigerant system **200**.

The recovery cycle is initiated by the opening of high pressure and low-pressure solenoids **276**, **278**, respectively. This allows the refrigerant within the vehicle's refrigeration system **200** to flow through a recovery valve **280** and a check valve **282**. The refrigerant flows from the check valve **282** into a system oil separator **262**, where it travels through a filter/dryer **264**, to an input of a compressor **256**. Refrigerant is drawn through the compressor **256** through a normal discharge solenoid **284** and through a compressor oil separator **286**, which circulates oil back to the compressor **256** through an oil return valve **288**. The refrigerant recovery unit **100** may include a high-pressure switch **290** in communication with a controller **216**, which is programmed to determine an upper pressure limit, for example, 435 psi, to optionally shut down the compressor **256** to protect the compressor **256** from excessive pressure. The controller **216** can also be, for example, a microprocessor, a field programmable gate array (FPGA) or application-specific integrated circuit (ASIC). The controller **216** via a wired or wireless connection (not shown) controls the various valves and other components (e.g. vacuum, compressor) of the refrigerant recovery unit **100**. In some embodiments of the present disclosure, any or all of the electronic solenoid or electrically activated valves may be connected and controlled by the controller **216**.

A high-side clear solenoid **323** may optionally be coupled to the output of the compressor **256** to release the recovered refrigerant transferred from compressor **256** directly into a storage tank **212**, instead of through a path through the normal discharge solenoid **284**.

The heated compressed refrigerant exits the oil separator **286** and then travels through a loop of conduit or heat exchanger **291** for cooling or condensing. As the heated refrigerant flows through the heat exchanger **291**, the heated refrigerant gives off heat to the cold refrigerant in the system oil separator **262**, and assists in maintaining the temperature in the system oil separator **262** within a working range. Coupled to the system oil separator **262** is a switch or transducer **292**, such as a low pressure switch or pressure transducer, for example, that senses pressure information, and provides an output signal to the controller **216** through a suitable interface circuit programmed to detect when the pressure of the recovered refrigerant is down to 13 inches of mercury, for example. An oil separator drain valve **293** drains the recovered oil into a container **257**. Finally, the recovered refrigerant flows through a normal discharge check valve **294** and into the storage tank **212**.

The evacuation cycle begins by the opening of high pressure and low-pressure solenoids **276** and **278** and valve **296**, leading to the input of a vacuum pump **258**. Prior to opening valve **296**, an air intake valve (not shown) is opened, allowing the vacuum pump **258** to start exhausting air. The vehicle's refrigerant system **200** is then evacuated by the closing of the air intake valve and opening the valve **296**, allowing the vacuum pump **258** to exhaust any trace gases remaining until the pressure is approximately 29 inches of mercury, for example. When this occurs, as detected by pressure transducers **231** and **232**, optionally, coupled to the high side **226** and low side **230** of the vehicle's refrigeration system **200** and to the controller **216**, the controller **216** turns off valve **296** and this begins the recharging cycle.

The recharging cycle begins by opening charge valve **298** to allow the refrigerant in storage tank **212**, which is at a pressure of approximately 70 psi or above, to flow through the high side of the vehicle's refrigeration system **200**. The flow is through charge valve **298** for a period of time programmed to provide a full charge of refrigerant to the vehicle. Optionally, charge valve **299** may be opened to charge the low side. The charge valve **299** may be opened alone or in conjunction with charge valve **298** to charge the vehicle's refrigerant system **200**. The storage tank **212** may be disposed on a scale that measures the weight of the refrigerant in the storage tank.

Other components shown in FIG. **2** include an oil inject circuit having an oil inject valve **202** and an oil inject hose or line **211**. The oil inject hose **211** is one example of a fluid transportation means for transmitting oil for the refrigerant recovery unit **100**. The oil inject hose **211** may be one length of hose or multiple lengths of hose or tubing or any other suitable means for transporting fluid. The oil inject hose **211** connects on one end to an oil inject bottle **214** and on the other end couples to the refrigerant circuit in the refrigerant recovery unit **100**. Disposed along the length of the oil inject hose **211** are the oil inject valve **202** and an oil check valve **204**. The oil inject path follows from the oil inject bottle **214**, through the oil inject solenoid **202**, to the junction with the high side charge line, and to the vehicle's refrigerant system **200**.

FIG. **2** also illustrates a vacuum pump oil drain circuitry **250** that includes a vacuum pump oil drain valve **252** that is located along a vacuum pump oil drain conduit **254** connecting a vacuum pump oil drain outlet **259** to the container **257** for containing the drained vacuum pump oil. The vacuum pump oil drain valve **252** may be an electronically activated solenoid valve controlled by controller **216**. The connection may be a wireless or wired connection. In other embodiments the valve **252** may be a manually activated valve and manually actuated by a user. The conduit **254** may be a flexible hose or any other suitable conduit for provided fluid communication between the outlet **259** and the container **257**.

FIG. **2** also illustrates an air purging apparatus **308**. The air purging apparatus **308** allows the refrigerant recovery unit **100** to be purged of non-condensable, such as air. Air purged from the refrigerant recovery unit **100** may exit the storage tank **212**, through an orifice **312**, through a purging valve **314** and through an air diffuser **316**. In some embodiments, the orifice may be 0.028 of an inch. A pressure transducer **310** may measure the pressure contained within the storage tank **212** and purge apparatus **308**. The pressure transducer **310** may send the pressure information to the controller **216**. And when the pressure is too high, as calculated by the controller, purging is required. The valve **314** may be selectively actuated to permit or not permit the purging apparatus **308** to be open to the ambient conditions. A temperature sensor **317** may be coupled to the main tank to measure the refrigerant temperature therein. The placement of the temperature sensor **317** may be anywhere on the tank or alternatively, the temperature sensor may be placed within a refrigerant line **322**. The measured temperature and pressure may be used to calculate the ideal vapor pressure for the type of refrigerant used in the refrigerant recovery unit. The ideal vapor pressure can be used to determine when the non-condensable gases need to be purged and how much purging will be done in order to get the refrigerant recovery unit to function properly.

High side clearing valves **318** may be used to clear out part of the high-pressure side of the system. The high side clearing valves **318** may include valve **323** and check valve **320**. Valve **323** may be a solenoid valve. When it is desired to clear part of the high side, valve **323** is opened. Operation of the compressor **256** will force refrigerant out of the high pressure side through valves **323** and **320** and into the storage tank **212**. During this procedure the normal discharge valve **284** may be closed.

A deep recovery valve **324** is provided to assist in the deep recovery of refrigerant. When the refrigerant from the refrigerant system **200** has, for the most part, entered into the refrigerant recovery unit **100**, the remaining refrigerant may be extracted from the refrigerant system **200** by opening the deep recovery valve **324** and turning on the vacuum pump **258**.

In another embodiment, in order to charge the refrigerant system **200**, the power charge valve **326** may be opened and a tank fill structure **332** may be used. Alternatively or in addition to, the tank fill structure **332** may also be used to fill the storage tank **212**. In order to obtain refrigerant from a refrigerant source, the refrigerant recovery unit **100** may include the tank fill structure **332**, and valves **328** and **330**. The tank fill structure **332** may be configured to attach to a refrigerant source. The valve **330** may be a solenbid valve and the valve **328** may be a check valve. In other embodiments, valve **330** may be a manually operated valve.

When it is desired to allow refrigerant from a refrigerant source to enter the refrigerant recovery unit **100**, the tank fill structure **332** is attached to the refrigerant source and the tank fill valve **330** is opened. The check valve **328** prevents refrigerant from the refrigerant recovery unit **100** from flowing out of the refrigerant recovery unit **100** through the tank fill structure **332**. When the tank fill structure **332** is not connected to a refrigerant source, the tank fill valve **330** is kept closed. The tank fill valve **330** may be connected to and controlled by the controller **216**.

The tank fill structure **332** may be configured to be seated on the scale **334** configured to weigh the tank fill structure **332** in order to determine an amount of refrigerant stored in the tank fill structure **332**. The scale **334** may be operatively coupled to the controller **216** and provide a measurement of a weight of the tank fill structure **332** to the controller **216**. The controller **216** may cause a display of the weight of the tank fill structure **332** on the display **110**.

Aspects of the refrigerant recovery unit may be implemented via a control system **400** using software or a combination of software and hardware. In one variation, aspects of the present invention may be directed toward a control system **400** capable of carrying out the functionality described herein. An example of such a control system **400** is shown in FIG. **3**.

Control system **400** may be integrated with the controller **216** to permit, for example, automation of the recovery, evacuation, and recharging processes and/or manual control over one or more of each of the processes individually. The control system **400** may also provide access to a configurable database of vehicle information so the specifications pertaining to a particular vehicle, for example, may be used to provide exacting control and maintenance of the functions described herein. The control system **400** may include a processor **402** connected to a communication infrastructure **404** (e.g., a communications bus, cross-over bar, or network). The various software and hardware features described herein are described in terms of an exemplary control system. A person skilled in the relevant art(s) will realize that other computer related systems and/or architectures may be used to implement the aspects of the disclosed invention.

The control system **400** may include a display interface **406** that forwards graphics, text, and other data from memory and/or the user interface **114**, for example, via the communication infrastructure **404** for display on the display **110**. The communication infrastructure **404** may include, for example, wires for the transfer of electrical, acoustic and/or optical signals between various components of the control system and/or other well-known means for providing communication between the various components of the control system, including wireless means. The control system **400** may include a main memory **408**, preferably random access memory (RAM), and may also include a secondary memory **410**. The secondary memory **410** may include a hard disk drive **412** or other devices for allowing computer programs or other instructions and/or data to be loaded into and/or transferred from the control system **400**. Such other devices may include an interface **414** and a removable storage unit **416**, including, for example, a Universal Serial Bus (USB) port and USB storage device, a program cartridge and cartridge interface (such as that found in video game devices), a removable memory chip (such as an erasable programmable read only memory (EPROM), or programmable read only memory (PROM)) and associated socket, and other removable storage units **416** and interfaces **414**.

The control system **400** may also include a communications interface **420** for allowing software and data to be transferred between the control system **400** and external devices. Examples of a communication interfaces include a modem, a network interface (such as an Ethernet card), a communications port, wireless transmitter and receiver, Bluetooth, Wi-Fi, infra-red, cellular, satellite, a Personal Computer Memory Card International Association (PCMCIA) slot and card, etc.

A software program (also referred to as computer control logic) may be stored in main memory **408** and/or secondary memory **410**. Software programs may also be received through communications interface **420**. Such software programs, when executed, enable the control system **400** to perform the features of the present invention, as discussed herein. In particular, the software programs, when executed, enable the processor **402** to perform the features of the present invention. Accordingly, such software programs may represent controllers of the control system **400**.

In variations where the invention is implemented using software, the software may be stored in a computer program product and loaded into control system **400** using hard drive **412**, removable storage drive **416**, and/or the communications interface **420**. The control logic (software), when executed by the processor **402**, causes the controller **216**, for example, to perform the functions of the invention as described herein. In another variation, aspects of the present invention can be implemented primarily in hardware using, for example, hardware components, such as application specific integrated circuits (ASICs), field programmable gate array (FPGA). Implementation of the hardware state machine so as to perform the functions described herein will be apparent to persons skilled in the relevant art(s).

FIG. **4** is a flow diagram for converting the refrigerant recovery unit of FIG. **1** utilizing one type of refrigerant to another type of refrigerant in accordance with aspects of the present disclosure. This exemplary method **500** may be provided by way of example, as there are a variety of ways to carry out the method. The method **500** shown in FIG. **4** can be executed or otherwise performed by one or a combination of various systems. The method **500** is described below and may be carried out by the system and components shown in FIGS. **1-3**, by way of example, and various elements of the system are referenced in explaining the exemplary method of FIG. **4**. Each block shown in FIG. **4** represents one or more processes, methods, or subroutines carried out in exemplary method **500**. However, the steps do not have to be performed in any certain order or performed at all.

The method **500** takes into account and helps manage the differences in chemical composition of each of the two refrigerants involved in the transition. By substantially automating the conversion process and requiring minimal human interaction on the part of an end user, the method **500** of the present invention substantially reduces or eliminates the potential for cross contamination of the two refrigerants while taking into account safety concerns for the end user. The method **500** involves cleaning the unit **100** of existing amounts of the first refrigerant, updating the unit's software, and scheduling certain hardware component changes at appropriate times to effectively convert the unit **100** to use with the new refrigerant while maintaining acceptable levels of residual refrigerant and cross contamination.

As shown in FIG. **6**, a conversion kit **600** may include a software conversion program **610**, a new filter/dryer **620**, a new hose set **630** having a high pressure hose and a low pressure hose, and instructions **640** for performing the method **500**. An optional re-usable refrigerant tank **650** may be included with the kit for collecting the refrigerant from the unit **100** to be converted. The conversion kit **600** may be provided with a newly purchased unit **100**, for example, and may also be purchased or provided separately for use with a unit **100** already in the field.

Turning back to FIG. **4**, at step **502**, the method **500** for converting an exemplary refrigerant recovery unit **100** may begin when the end user installs the software conversion program **610** included with the kit **600**. The software conversion program **610** may be stored on a removable storage unit **416**, for example, that couples with the interface **414** and kicks off the automated conversion process when the unit **100** is powered up. In other aspects of the present invention, the software conversion program **610** may be downloaded through the communications interface **420**, for example, and begin upon execution of a run command input by the end user via the user interface **114**. With the software conversion program **610** installed, the refrigerant recovery unit **100** may be connected to a second refrigerant recovery unit **100'** via the service hoses **124** and **128**, establishing fluid communication between the refrigerant recovery unit **100** and the second refrigerant recovery unit **100'** (see FIG. **2**). The second refrigerant recovery unit **100'** should be configured for use with the first refrigerant. The second refrigerant recovery unit **100'** is the same or similar to the refrigerant recovery unit **100** described above. As such, the same reference numbers are used with respect to the same components on the second refrigerant recovery unit **100'**.

At step **504**, the software conversion program **610** directs the controller **116** to open the appropriate solenoids, **326**, **288**, **284**, **323**, **299**, and **298** for removing refrigerant from the unit **100**. Opening of the solenoids **326**, **288**, **284**, **323**, **299**, and **298** may be in sequence or simultaneous to allow any remaining refrigerant in the refrigerant recovery unit **100** to drain into the second refrigerant recovery unit **100'**. At step **506**, the pressure transducer **292**, for example, records a pressure of the remaining refrigerant in the refrigerant recovery unit **100**. A check is made to determine if the pressure is below a predetermined threshold, such as 10 pounds per square inch (psi), or approximately 20 inches of mercury. If the pressure is below the predetermined threshold, an output signal is provided to the controller **216** to continue to step **508**. The second refrigerant recovery unit **100'** may be disconnected. If the sensed pressure in the refrigerant recovery unit **100** is above the predetermined threshold, then the process returns to step **504**.

At step **508**, with refrigerant pressure less than the predetermined threshold in the refrigerant recovery unit **100**, the controller **216** may initiate the vacuum pump **258** on the refrigerant recovery unit **100** to cycle for a predetermined amount of time in order to evacuate as much or all of the remaining first refrigerant residue. The software conversion program **610** directs the controller to open valves **276**, **278** and **296** on the refrigerant recovery unit **100** and the vacuum cycle is scheduled to run for a specified amount of time between 15 minutes and two hours, preferably about one hour. Once it is determined at step **510** that the predetermined amount of time is complete, the unit **100** may be controlled to provide an audio and/or visual indication to the end user that the vacuum cycle is complete.

At step **512**, the unit **100** may indicate via the display **110**, for example, that it is the correct time in the conversion to replace the vacuum pump oil in container **257** as well as the refrigerant filter/dryer **264**. Instructions **640** may also indicate the timing and associated procedures for each of the steps discussed herein. The end user may initiate the oil change procedure and exchange the used refrigerant filter/dryer **264** for the new refrigerant filter/dryer **620** from the conversion kit **600** in accordance with the guidelines and procedures outlined in the instructions **640** and/or the particular refrigerant recovery unit **100** operating/maintenance manual.

At step **514**, the method **500** may not be permitted to continue until a signal is sent to the controller **216** that the filter/dryer **264** and vacuum pump oil have been changed. For example, the end user may be required to provide feedback via the user interface **114** in order to progress to the next step in the method **500**.

Upon notification that the oil and filter/dryer **264** have been changed, as indicated by step **516**, the unit **100** may indicate via the display **110**, for example, that it is the correct time in the conversion to exchange the hoses **124** and **128**. The end user may be prompted to remove the hoses **124** and **128** and replace with a new high pressure hose and a low pressure hose included in the new hose set **630** in the conversion kit **600**. The end user may initiate and complete the hose exchange in accordance with the guidelines and procedures outlined in the instructions **640** and/or the particular refrigerant recovery unit **100** operating/maintenance manual. Step **516** may further require an indication that the hoses have been exchanged, which may be by a signal sent to the controller **216** that the new hose set **630** has been installed. For example, the signal may be triggered automatically upon replacement of the new hoses and/or the end user may be required to provide feedback via the user interface **114** in order to progress to the next step in the method **500**.

As illustrated in step **518**, with the hardware components effectively exchanged, the software conversion program **610** may initiate a vacuum cycle to prime the refrigerant recovery unit **100** for receipt of the new refrigerant. For example, the vacuum pump **258** may be run for a predetermined amount of time, for example, from 15 minutes up to a couple of hours, as indicated at step **520**, and/or until a predetermined vacuum level, for example, below five (5) microns of mercury, is attained, as indicated at step **522**. The method **500** may not be permitted to continue until the predetermined amount of time elapses in step **520** and/or the predetermined vacuum level is reached in step **522**.

At step **524**, the unit may be filled with a small amount of the new refrigerant. In order to obtain the new refrigerant from a refrigerant source, the refrigerant recovery unit **100** may include the tank fill structure **332**, and valves **328** and **330**. The tank fill structure **332** may be configured to attach to a refrigerant source. The valve **330** may be a solenoid valve and the valve **328** may be a check valve. In other embodiments, valve **330** may be a manually operated valve.

When controlled by the controller **216** to allow refrigerant from a refrigerant source to enter the refrigerant recovery unit **100**, the tank fill structure **332** is attached to the refrigerant source and the tank fill valve **330** is opened. The check valve **328** prevents refrigerant from the refrigerant recovery unit **100** from flowing out of the refrigerant recovery unit **100** through the tank fill structure **332**. The tank fill valve **330** may be connected to and controlled by the controller **216**.

The tank fill structure **332** may be seated on the scale **334** that is configured to weigh the tank fill structure **332** in order to determine an amount of refrigerant stored in the tank fill structure **332**. The scale **334** may be operatively coupled to the controller **216** and provide a measurement of a weight of the tank fill structure **332** to the controller **216**. The controller **216** may cause a display of the weight of the tank fill structure **332**. In this manner, for example, the unit **100** may be automated to receive a predetermined small amount of the new refrigerant as managed by the software conversion program **610**, for example.

At step **526**, a refrigerant identifier, which can be integrated into a separate maintenance unit and/or directly into the refrigerant recovery unit **100**, may be used to identify the type of refrigerant in the system. The refrigerant identifier, or composition analyzing device, may be operatively engaged to the controller **216** to provide a composition data signal to the controller **216**.

At step **528**, a reading from the refrigerant identifier determines whether the composition of the refrigerant in the refrigerant recovery unit **100** is such that the purity level of the new refrigerant is above a predetermined threshold. If the purity level of the new refrigerant is at or above the predetermined threshold, the method **500** continues to step **530** and the unit **100** may be filled with the new refrigerant in preparation for use in services A/C systems on vehicles based on the new refrigerant. Otherwise, if the purity level reading of the refrigerant identifier indicates substantial contamination by the previous refrigerant, the unit **100** provides an indication to reattach the second refrigerant unit **100'** and the process repeats beginning with step **504**.

At step **532**, with the refrigerant recovery unit **100** converted and ready for use with the new refrigerant, the embedded software on the unit **100** is updated to account for the new refrigerant.

It can be understood that the conversion kit and associated methods for converting an A/C system refrigerant recovery unit described and illustrated herein are examples only. The methods and apparatuses described herein can be used for any refrigerant including R-134a, however, the present disclosure can also be used for R-1234yf, CO_2, and other similar refrigerant systems. It is contemplated and within the scope of the disclosure to construct a wide range of refrigerant recovery conversion kits to meet particular design and requirements in a wide range of applications.

It is to be understood that any feature described in relation to any one aspect may be used alone, or in combination with other features described, and may also be used in combination with one or more features of any other of the disclosed aspects, or any combination of any other of the disclosed aspects.

The many features and advantages of the invention are apparent from the detailed specification, and, thus, it is intended by the appended claims to cover all such features and advantages of the invention which fall within the true spirit and scope of the invention. Further, since numerous modifications and variations will readily occur to those skilled in the art, it is not desired to limit the invention to the exact construction and operation illustrated and described, and, accordingly, all suitable modifications and equivalents may be resorted to that fall within the scope of the invention.

What is claimed is:

1. A method of converting a first refrigerant recovery unit using a first refrigerant to using a second refrigerant, the method comprising the steps of:

receiving a software conversion program that provides instructions to a controller to convert the first refrigerant recovery unit from using the first refrigerant to the second refrigerant;

opening, with the controller, solenoids along a refrigerant path to remove residue of the first refrigerant into a holding vessel of a connected second refrigerant recovery unit;

determining, with a pressure transducer, if a pressure of the remaining first refrigerant is less than 10 p.s.i. in the first refrigerant recovery unit;

operating a vacuum pump of the first refrigerant recovery unit, by the controller, to further remove any remaining first refrigerant from the refrigerant path if the determined pressure of the first refrigerant is less than 10 p.s.i.;

exchanging a first oil of the vacuum pump with a second oil and replacing a first filter with a second filter;

after having changed the first oil and the first filter, receiving, by the controller, an indication that the first oil of the vacuum pump and the first filter have been changed;

replacing a first high pressure hose, and a low pressure hose with a second high pressure hose and a second low pressure hose;

after having replaced the first high pressure hose and the first low pressure hose, receiving, by the controller, an indication that the first high pressure hose and the first low pressure hose have been changed with the second high pressure hose and the second low pressure hose;

introducing, via the controller, a first amount of the second refrigerant into the refrigerant path after receiving the indication that the first oil of the vacuum pump, the first high pressure hose, the low pressure hose and the first filter have been changed; and

determining, with a refrigerant identifier, a purity of the second refrigerant in the refrigerant path before adding a second amount of the second refrigerant.

2. The method according to claim **1** further comprising the step of:

operating the vacuum pump for a predetermined amount of time.

3. The method according to claim **1** further comprising the step of:

powering on the first refrigerant recovery unit to automatically run the software conversion program.

4. The method according to claim **1**, further comprising the step of:

powering on the first refrigerant recovery unit to automatically run the software conversion program.

5. The method according to claim **4**, wherein the notification is an audio alert or a visual alert.

6. The method according to claim **4** further comprising the step of:

receiving a signal through a user interface to dismiss the notification.

7. The method according to claim **1** further comprising the step of:

reconfiguring software settings on the first refrigerant recovery unit.

8. The method according to claim **1** further comprising the step of:

repeating all of the steps if the purity of the second refrigerant is below a predetermined threshold.

9. The method according to claim **1**, wherein the first refrigerant is R-134a and the second refrigerant is R-1234yf.

10. A conversion kit for a first refrigerant recovery unit comprising:

a software conversion program for installing on the first refrigerant recovery unit, the software conversion programs provides instructions to a controller of the first refrigerant recovery unit to convert the first refrigerant recovery unit that uses a first refrigerant to using a second refrigerant, the instructions include:

open, with the controller, solenoids along a refrigerant path to remove the first refrigerant into a holding vessel of a connected second refrigerant recovery unit;

determine, with a pressure transducer, if a pressure of the remaining first refrigerant is less than 10 p.s.i. in the first refrigerant recovery unit;

operate a vacuum pump of the first refrigerant recovery unit, by the controller, to further remove any remaining first refrigerant from the refrigerant path if the determined pressure of the first refrigerant is less than 10 p.s.i.;

after having changed a first oil of the vacuum pump and a first filter, receiving, by the controller, an indication that the first oil of the vacuum pump and the first filter have been changed;

after having replaced the first high pressure hose and the first low pressure hose, receiving, by the controller, an indication that the first high pressure hose and the first low pressure hose have been changed with a second high pressure hose and a second low pressure hose;

introduce, via the controller, a first amount of the second refrigerant into the refrigerant path after receiving the indication that the first oil vacuum pump and the first filter have been changed; and

determine, with a refrigerant identifier, a purity of the second refrigerant in the refrigerant path before adding a second amount of the second refrigerant;

a second filter that replaces the first filter on the first refrigerant recovery unit, the first filter having the residue of the first refrigerant;

the second high pressure hose that replaces the first high pressure hose on the refrigerant recovery unit, the first high pressure hose having been in contact with the first refrigerant; and

the second low pressure hose that replaces the first low pressure hose on the refrigerant recovery unit, wherein the first low pressure hose having been in contact with the first refrigerant.

11. The conversion kit according to claim **10** further comprising:

a re-usable refrigerant tank that stores the first refrigerant.

12. The conversion kit according to claim **10** further comprising a manual that includes instructions for converting the refrigerant recovery unit.

13. The conversion kit according to claim **10**, wherein the first refrigerant is R-134a and the second refrigerant is R-1234yf.

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